

helped to pass it along or give it some kind of currency. What I am concerned about is the fact that Canadian officers and Canadian seamen will lose their jobs with the laying up of two Canadian vessels.

The Canadian Merchant Service Guild and the Seafarers International Union have both lodged letters of protest over the customs arrangement concerning *Travetal*. The arrangement, technically, is not a waiver of customs but comes, rather, under the Canada Shipping Act and the Financial Administration Act. This vessel will pay at the rate of one one-hundred-and-twentieth for every month she is allowed to operate in Canada, and she will be allowed to operate here for two months. I am not sure whether at the end of that time she may not undergo some further legal metamorphosis and be allowed to operate here for a longer period. The point is that Canadian ships have just about lost any opportunity for work and Canadian masters, officers and crews not laid off yet face a pretty bleak outlook.

The government does have the Darling report, a study on this whole matter. I pursued this matter with the Minister of National Revenue (Mr. Gray) when he appeared before the finance committee last Thursday. He seemed sympathetic toward Canadian shipowners and crews. I pursued it further tonight when members of the Canadian Transport Commission appeared before the transport committee. You have to be a nomad who knows all the weigh stations to make a point: you must make one part of your point before one committee of the House and another part before another committee. Anyway, the cry of "marine rape" has been raised. I raised it on many occasions in as many places as I could. I now look forward to whatever reassurance the parliamentary secretary can give in a very sad situation.

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): Mr. Speaker, the hon. member for Hali-

Proceedings on Adjournment Motion
fax-East Hants (Mr. McCleave) in his question to the Minister of Transport (Mr. Jamieson) last Tuesday raised two distinct and separate matters involving water transport from the mainland to Newfoundland.

I will deal first with the matter of the reported negotiations for vessels in Europe. The short answer to that question is no. There are no CN officials in Sweden negotiating for vessels for the Newfoundland trade at the present time. What the hon. member may have had in mind is that in January an official of CN and another of the Department of Transport went to Europe to assess an older ferry vessel which was steam driven and capable of carrying a limited number of rail cars. However, as it turned out this vessel was not suitable for operation in the Gulf.

The other aspect of the question raised by the hon. member concerned the use of the vessel *Travetal* and the waiver granted to this vessel by the Department of National Revenue. My understanding of this matter is that CN has neither bought nor chartered the *Travetal* directly. In order to fulfil cargo commitments with the CNR, Newfoundland-Canada Steamships Limited arranged to charter the *Travetal* through Trident Steamships Limited of Halifax. They have a specific requirement for a roll-on roll-off vessel, and the *Travetal* has this facility.

The waiver in question is for a period extending to May 8 and it is for the purpose of transporting automobiles and cargo between Halifax and St. John's. The Canadian laws which are being applied are found under the provisions of section 665 of the Canada Shipping Act and section 17 of the Financial Administration Act.

The hon. member has raised a number of points which I will not have sufficient time to cover this evening, but I have noted them and will bring them to the attention of the Minister of Transport. Perhaps a written reply to the hon. member on these items would be helpful as well.

Motion agreed to and the House adjourned at 10:21 p.m.
